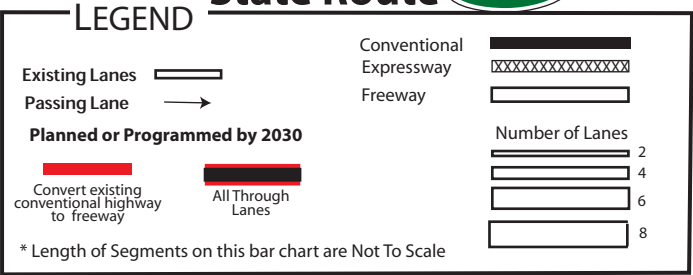
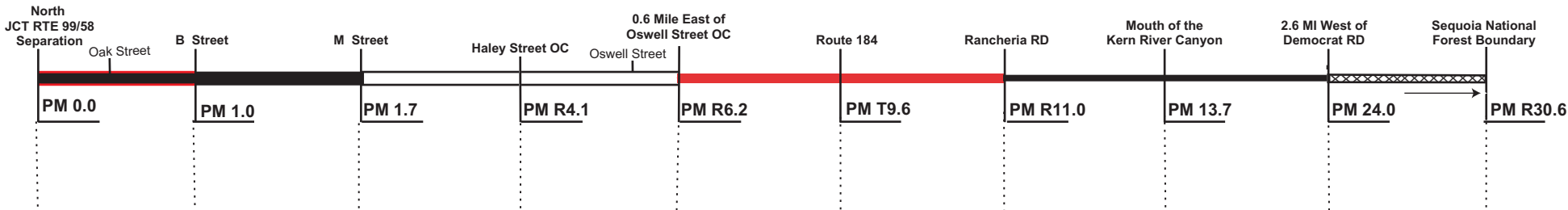




State Route



FACILITY PROPOSED FROM PM R6.2 TO PM 17.7 ON NEW ALIGNMENT; FACILITY FROM PM 17.7 TO PM 30.6 MAY BE ON NEW ALIGNMENT



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous (MTNS).

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8'standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* Deficient: no project planned.

\*\* Deficient: Concept facility does not meet Concept LOS.

\*\*\*2030 Route Concept: Extension of 4F is under discussion with Bakersfield; Concept not yet determined.

+ The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

++ No traffic growth from 2015 to 2030 due to Centennial Corridor.

N/A No project - Concept Facility meets Concept LOS/Not Applicable.

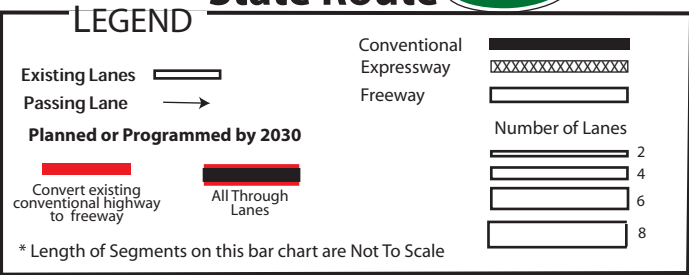
99P^ Median width 100 ft or greater with or without variance.

^^ 2-lane conventional highway improvements, i.e., turn lanes, signals, passing lanes.

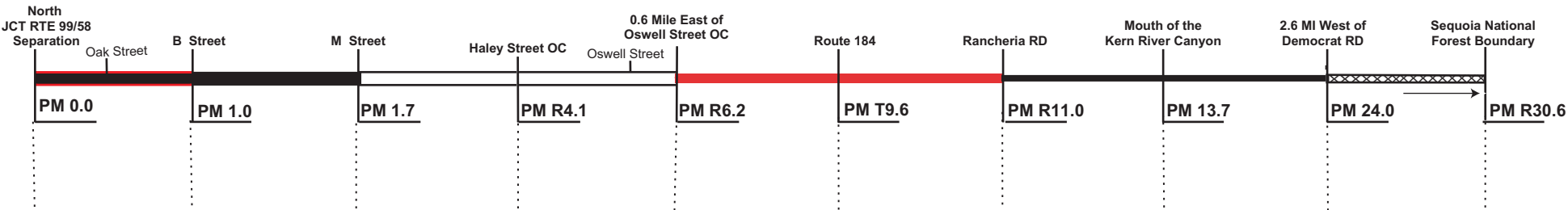
SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178
Description Begin	NORTH JCT RTE 99/58/178 SEP	B ST	M ST	HALEY ST OC	0.6 MI (0.97 KM) E OF OSWELL ST OC	RTE 184	RANCHERIA RD	MOUTH OF KERN RIVER CANYON	2.6 MI (4.18 KM) W OF DEMOCRAT RD
Description End	B ST	M ST	HALEY ST OC	0.6 MI (0.97 KM) E OF OSWELL ST OC	RTE 184	RANCHERIA RD	MOUTH OF KERN RIVER CANYON	2.6 MI (4.18 KM) W OF DEMOCRAT RD	SEQUOIA NATL FOREST BOUNDARY
Postmile Limits Begin/End	0.0 / 1.0	1.0 / 1.7	1.7 / R 4.1	R 4.1 / R 6.2	R 6.2 / T 9.6	T 9.6 / R 11.0	R 11.0 / 13.7	13.7 / 24.0	24.0 / R 30.6
Kilopost Limits Begin/End	0.0 KP / 1.6 KP	1.6 KP / 2.7 KP	2.7 KP / 6.6 KP	6.6 KP / 10.0 KP	10.0 KP / 15.4 KP	15.4 KP / 17.7 KP	17.7 KP / 22.0 KP	22.0 KP / 38.6 KP	38.6 KP / 49.2 KP
Length (MI/KM)	1.0 MI / 1.6 KM	0.7 MI / 1.1 KM	2.4 MI / 3.9 KM	2.1 MI / 3.4 KM	3.4 MI / 5.5 KM	1.4 MI / 2.3 KM	2.7 MI / 4.3 KM	10.3 MI / 16.6 KM	6.6 MI / 10.6 KM
Rural / Urban	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	ROLLING	MTNS	MTNS
ROW: Range Existing (FT)	83.0 / 140.0 FT	83.0 / 275.0 FT	83.0 / 300.0 FT	200.0 / 300.0 FT	80.0 / 250.0 FT	80.0 / 250.0 FT	80.0 / 100.0 FT	60.0 / 140.0 FT	132.0 / 132.0 FT
ROW: Range Existing (M)	25.3 / 42.7 M	25.3 / 83.8 M	25.3 / 91.4 M	61.0 / 91.4 M	24.4 / 76.2 M	24.4 / 76.2 M	24.4 / 30.5 M	18.3 / 42.7 M	40.2 / 40.2 M
Median Range (FT)	13 / 24 FT	99P^ / 99P^ FT	31 / 99P^ FT	46 / 70 FT	0 / 70 FT	0 / 0 FT	0 / 0 FT	0 / 0 FT	0 / 0 FT
Median Range (M)	4.0 / 7.3 M	30.2 / 30.2 M	9.4 / 30.2 M	14.0 / 21.3 M	0.0 / 21.3 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M
Shoulder Range (FT)	2.0 / 12.0 FT	8.0 / 12.0 FT	2.0 / 9.0 FT	2.0 / 10.0 FT	3.0 / 10.0 FT	8.0 / 8.0 FT	4.0 / 8.0 FT	2.0 / 2.0 FT	5.0 / 8.0 FT
Shoulder Range (M)	0.6 / 3.7 M	2.4 / 3.7 M	0.6 / 2.7 M	0.6 / 3.0 M	0.9 / 3.0 M	2.4 / 2.4 M	1.2 / 2.4 M	0.6 / 0.6 M	1.5 / 2.4 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	11.0 FT / 3.4 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	+ FT / M	+ FT / M	218 FT / 66.4 M	218 FT / 66.4 M	250 FT / 76.2 M	250 FT / 76.2 M	250 FT / 76.2 M	170 FT / 51.8 M	+ FT / M
Facility: Existing	4C	6C	6F	6F	2C	2C	2C	2C	4E
2030 Concept	6C	6C	6F	6F	4F	4F	2C(I)***	2C(I)^^	4E
UTC	6C	6C	8F	8F	6F	6F	6F	4E	4E
LOS: 2004	F	F	C	C	F	F	C	D	D
2015 / 2030	F / F	F / F	D / F	D / F	F / F	F / F	D / D	D / E	D / E
2030 Concept	D	D	D	D	D	D	C	C	C
Deficiency/Year Deficient	2004	2004	2030	2030	2004	2004	2015	2004	2004
Project in STIP/RTP (Y/N)	YES	NO	NO	NO	YES	YES	YES	YES	NO
LOS W/ Concept Improvement	F**	*	*	*	F**	C	*	*	*
Directional Split (Peak Hour)	57/43	57/43	57/43	60/40	60/40	60/40	75/25	75/25	75/25
AADT: 2004	56,000	62,000	64,000	57,000	21,000	5,000	4,300	4,600	4,900
2015 / 2030	61,600 / ++	68,200 / ++	89,600 / 140800	79,800 / 125400	37,400 / 75800	6,900 / 9400	6,400 / 9500	6,900 / 10100	7,300 / 10800
Peak Hour: 2004	5,500	6,070	6,200	5,580	1,970	920	600	640	690
2015 / 2030	6,100 / ++	6,680 / ++	8,680 / 13640	7,810 / 12280	3,510 / 7110	1,260 / 1720	890 / 1320	950 / 1410	1,030 / 1520
% Trucks: AADT / Peak Hour	4 / 9 %	4 / 9 %	4 / 9 %	5 / 9 %	5 / 8 %	7 / 8 %	7 / 13 %	7 / 13 %	7 / 13 %



State Route



FACILITY PROPOSED FROM PM R6.2 TO PM 17.7 ON NEW ALIGNMENT; FACILITY FROM PM 17.7 TO PM 30.6 MAY BE ON NEW ALIGNMENT



**Segment:** Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

**NHS (National Highway System):** Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

**Freeway/Expressway System:** The Statewide system of highways declared to be essential to the future development of California.

**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

**Lifeline:** A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

**IRRS (Interregional Road System):** A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

**STAA (Surface Transportation Assistance Act):** This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

**ICES (Intermodal Corridor of Economic Significance):** Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**Biological/Historical Resource Sensitivity:** Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178
Description Begin	NORTH JCT RTE 99/58/178 SEP	B ST	M ST	HALEY ST OC	0.6 MI (0.97 KM) E OF OSWELL ST OC	RTE 184	RANCHERIA RD	MOUTH OF KERN RIVER CANYON	2.6 MI (4.18 KM) W OF DEMOCRAT RD
Description End	B ST	M ST	HALEY ST OC	0.6 MI (0.97 KM) E OF OSWELL ST OC	RTE 184	RANCHERIA RD	MOUTH OF KERN RIVER CANYON	2.6 MI (4.18 KM) W OF DEMOCRAT RD	SEQUOIA NATL FOREST BOUNDARY
Postmile Limits Begin/End	0.0 / 1.0	1.0 / 1.7	1.7 / R 4.1	R 4.1 / R 6.2	R 6.2 / T 9.6	T 9.6 / R 11.0	R 11.0 / 13.7	13.7 / 24.0	24.0 / R 30.9
Kilopost Limits Begin/End	0.0 KP / 1.6 KP	1.6 KP / 2.7 KP	2.7 KP / 6.6 KP	6.6 KP / 10.0 KP	10.0 KP / 15.4 KP	15.4 KP / 17.7 KP	17.7 KP / 22.0 KP	22.0 KP / 38.6 KP	38.6 KP / 49.2 KP
Length (MI/KM)	1.0 MI / 1.6 KM	0.7 MI / 1.1 KM	2.4 MI / 3.9 KM	2.1 MI / 3.4 KM	3.4 MI / 5.5 KM	1.4 MI / 2.3 KM	2.7 MI / 4.3 KM	10.3 MI / 16.6 KM	6.6 MI / 10.6 KM
Functional Classification	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	YES	YES	YES
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	A	A
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
Bike Use Allowed (Y/N)	YES	YES	NO	NO	YES	YES	YES	YES	YES
Biological Resource Sensitivity (Y/N)	NO	NO	NO	NO	YES	YES	YES	YES	YES
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO



State Route

LEGEND

Existing Lanes

Passing Lane

Planned or Programmed by 2030

Convert existing conventional highway to freeway

All Through Lanes

Conventional

Expressway

Freeway

Number of Lanes

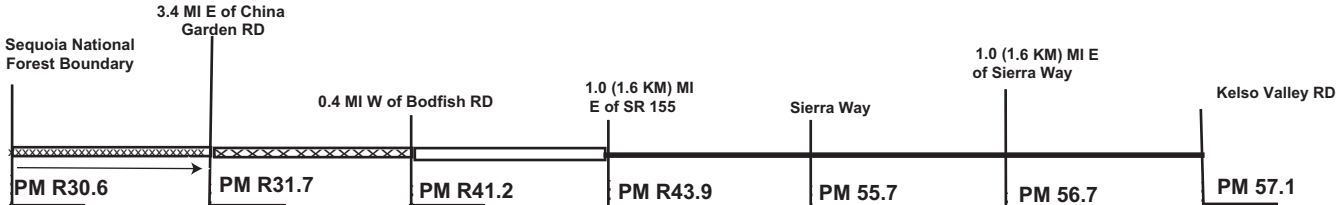
2

4

6

8

\* Length of Segments on this bar chart are Not To Scale



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous (MTNS).

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* Deficient: no project planned.

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+ The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

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N/A No project - Concept Facility meets Concept LOS/Not Applicable..

99P^ Median width 100 ft or greater with or without variance.

^^ 2-lane conventional highway improvements, i.e., turn lanes, signals, passing lanes.

SEGMENT	10	11	12	13	14	15
County / Route	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178
Description Begin	SEQUOIA NATL FOREST BOUNDARY	3.4 MI (5.44 KM) E OF CHINA GARDEN RD	0.4 (0.64 KM) MI W OF BODFISH RD	1.0 (1.6 KM) MI E OF SR 155	SIERRA WAY	1.0 (1.6 KM) MI E OF SIERRA WAY
Description End	3.4 MI (5.44 KM) E OF CHINA GARDEN RD	0.4 (0.64KM) MI W OF BODFISH RD	1.0 (1.6 KM) MI E OF SR 155	SIERRA WAY	1.0 (1.6 KM) MI E OF SIERRA WAY	KELSO VALLEY RD
Postmile Limits Begin/End	R 30.6 / R 31.7	R 31.7 / R 41.2	R 41.2 / R 43.9	R 43.9 / 55.7	55.7 / 56.7	56.7 / 57.1
Kilopost Limits Begin/End	49.2 KP/ 51.0 KP	51.0 KP/ 66.3 KP	66.3 KP/ 70.6 KP	70.6 KP/ 89.6 KP	89.6 KP/ 91.2 KP	91.2 KP/ 91.9 KP
Length (MI/KM)	1.1 MI / 1.8 KM	9.5 MI / 15.3 KM	2.7 MI / 4.3 KM	11.8 MI / 19.0 KM	1.0 MI / 1.6 KM	0.4 MI / 0.6 KM
Rural / Urban	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	MTNS	MTNS	MTNS	ROLLING	ROLLING	ROLLING
ROW: Range Existing (FT)	240.0 / 240.0 FT	175.0 / 240.0 FT	160.0 / 200.0 FT	110.0 / 200.0 FT	170.0 / 170.0 FT	60.0 / 170.0 FT
ROW: Range Existing (M)	73.2 / 73.2 M	53.3 / 73.2 M	48.8 / 61.0 M	33.5 / 61.0 M	51.8 / 51.8 M	18.3 / 51.8 M
Median Range (FT)	0 / 4 FT	0 / 4 FT	4 / 46 FT	4 / 12 FT	0 / 0 FT	0 / 0 FT
Median Range (M)	0.0 / 1.2 M	0.0 / 1.2 M	1.2 / 14.0 M	1.2 / 3.7 M	0.0 / 0.0 M	0.0 / 0.0 M
Shoulder Range (FT)	5.0 / 8.0 FT	4.0 / 5.0 FT	5.0 / 10.0 FT	1.0 / 10.0 FT	4.0 / 4.0 FT	0.0 / 0.0 FT
Shoulder Range (M)	1.5 / 2.4 M	1.2 / 1.5 M	1.5 / 3.0 M	0.3 / 3.0 M	1.2 / 1.2 M	0.0 / 0.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	+ FT / M	+ FT / M	+ FT / M	+ FT / M	+ FT / M	+ FT / M
Facility: Existing	2E	4E	4F	2C	2C	2C
2030 Concept	2E	4E	4F	2C(I)^^	2C(I)^^	2C(I)^^
UTC	4E	4E	4F	2C(I)^^	2C(I)^^	2C(I)^^
LOS: 2004	D	B	B	D	D	C
2015 / 2030	E / E	B / B	B / B	E / E	E / E	D / D
2030 Concept	C	C	C	C	C	C
Deficiency/Year Deficient	2004	N/A	N/A	2004	2004	2015
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	*	N/A	N/A	*	*	*
Directional Split (Peak Hour)	70/30	70/30	70/30	60/40	60/40	60/40
AADT: 2004	4,900	4,400	3,800	7,200	7,800	5,400
2015 / 2030	7,300 / 10800	6,600 / 9700	4,200 / 4900	7,900 / 9500	9,000 / 10800	6,500 / 9000
Peak Hour: 2004	690	430	350	1,220	1,400	650
2015 / 2030	1,030 / 1520	640 / 950	390 / 460	1,340 / 1610	1,620 / 1930	780 / 1080
% Trucks: AADT / Peak Hour	7 / 13 %	8 / 13 %	8 / 13 %	8 / 13 %	8 / 1 %	8 / 1 %





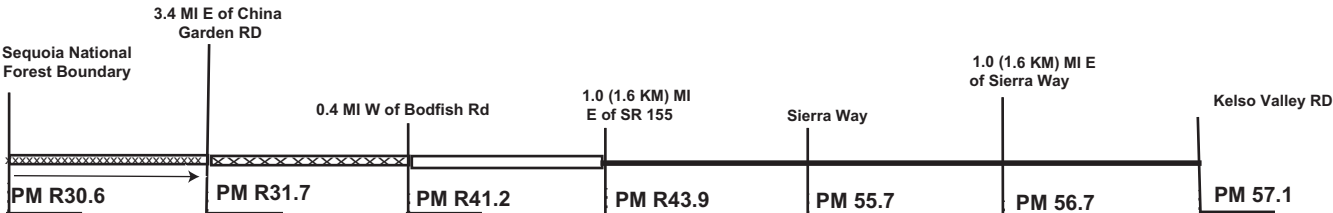
State Route

LEGEND

Existing Lanes  
Passing Lane  
Planned or Programmed by 2030  
Convert existing conventional highway to freeway  
All Through Lanes

Conventional  
Expressway  
Freeway  
Number of Lanes  
2  
4  
6  
8

\* Length of Segments on this bar chart are Not To Scale



<div>Segment: Is self-explanatory except for several data sets:</div> <div>Functional Classification: A process by which streets and highways are grouped into or classification systems.</div> <div>NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</div> <div>Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.</div> <div>Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</div> <div>STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</div> <div>Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</div> <div>IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</div> <div>STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.</div> <div>Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</div> <div>ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</div> <div>Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.</div>	SEGMENT	10	11	12	13	14	15
	County / Route	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178	KERN / 178
	Description Begin	SEQUOIA NATL FOREST BOUNDARY	3.4 MI (5.44 KM) E OF CHINA GARDEN RD	0.4 (0.64 KM) MI W OF BODFISH RD	1.0 (1.6 KM) MI E OF SR 155	SIERRA WAY	1.0 (1.6 KM) MI E OF SIERRA WAY
	Description End	3.4 MI (5.44 KM) E OF CHINA GARDEN RD	0.4 (0.64KM) MI W OF BODFISH RD	1.0 (1.6 KM) MI E OF SR 155	SIERRA WAY	1.0 (1.6 KM) MI E OF SIERRA WAY	KELSO VALLEY RD
	Postmile Limits Begin/End	R 30.6 / R 31.7	R 31.7 / R 41.2	R 41.2 / R 43.9	R 43.9 / 55.7	55.7 / 56.7	56.7 / 57.1
	Kilopost Limits Begin/End	49.2 KP / 51.0 KP	51.0 KP / 66.3 KP	66.3 KP / 70.6 KP	70.6 KP / 89.6 KP	89.6 KP / 91.2 KP	91.2 KP / 91.9 KP
	Length (MI/KM)	1.1 MI / 1.8 KM	9.5 MI / 15.3 KM	2.7 MI / 4.3 KM	11.8 MI / 19.0 KM	1.0 MI / 1.6 KM	0.4 MI / 0.6 KM
	Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
	National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO
	Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO
	Lifeline (Y/N)	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	YES	YES	YES	YES	YES	YES
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No ICES (Intermodal Corridor of Economic Significance) (Y/N)	CL	CL	CL	CL	CL	CL
		NO	NO	NO	NO	NO	NO
		NO	NO	NO	NO	NO	NO
	General Plan/RTP LOS Standard	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System	Kern Co LOS E for CMP & RTP Regionally Significant System
	General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
	Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES
	Biological Resource Sensitivity (Y/N)	NO	NO	NO	YES	YES	YES
	Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO